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號二月二年七十百九千壹第

SONGKONG, FRIDAY, FEBRUARY 2, 1917.

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Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to
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Hongkong, April 11, 1913.

BUSINESS NOTICES.

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THE TAIKOO DOCKYARD & ENGINEERING COMPANY
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AND

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Telegraph add: "Peak Hotel,"
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Branches:

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Consultation free

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

**GERMANY'S
DESPERATION.**

**UNRESTRICTED
SUBMARINISM.**

STATEMENT BY GERMAN
CHANCELLOR.

AMSTERDAM, Feb. 1.

The German Chancellor, in the course of a statement in the Reichstag, said: "I cannot discuss the enemy's conditions which can only be accepted by a totally defeated people. We are challenged to fight to the end. We accept the challenge and stake everything. We shall be victorious."

Submarine warfare had been pressed into its last and acute stage. He admitted that last March and again in September he opposed unrestricted submarine warfare. The moment had not then come, "but to-day the moment has come when we, with the greatest prospect of success, can dare this enterprise. I am in agreement with the Supreme Army Command that ruthless submarine warfare brings us nearer victory."

LATER.
The Chancellor, announcing in the Reichstag the decision in favour of unrestricted submarine warfare, stated that Germany's submarine had very considerably increased since last Spring and they hoped to render the difficulties of the Entente Powers, owing to the world's bad corn harvest, unbearable; to make the coal question in Italy and France more critical, and to cut off Great Britain's supplies of ore for munitions and timber for coal mines. He expressed the opinion that the dangers to Germany of unrestricted submarine warfare had greatly decreased. He quoted the opinion of Field Marshal Hindenburg that the military situation permitted Germany to accept all consequences.

The Chancellor said the Entente's difficulties would be rendered more acute by increased lack of cargo space in respect of which time and submarine and cruiser warfare had prepared the ground for a decisive blow. He continued: "Field Marshal von Hindenburg a few days ago described the situation to me as follows: 'Our front is firm on all sides. We have every where the requisite reserves and the spirit of our troops is good and confident. The military situation as a whole permits us to accept all the consequences of unrestricted submarine warfare and as this in all the circumstances is a means to injure our enemies most grievously, it must begin.'

WHAT GERMANY DEMANDS.

AMSTERDAM, Feb. 1.

The Memorandum accompanying the German Note prohibits traffic in the waters around Great Britain, France and Italy, and certain areas of the Mediterranean. The exceptions are America to Falmouth and Flushing to Southwold. It permits an American passenger service with Falmouth once a week, defining the route such ships must follow and the elaborate signs such ships must carry. The American Government must guarantee that such ships shall not carry contraband.

Germany has notified Holland that she is willing to make special provision with respect to mail and passenger traffic between Flushing and Southwold.

THE ROUTE FOR HOSPITAL SHIPS.

AMSTERDAM, Feb. 1.

The German Memorandum states that the route from the west and south of France to the west of England will remain free for hospital ships.

NOTE TO AMERICA.

GERMANY'S NEW EFFORT.

AMSTERDAM, Feb. 1.

The text of the German Note to America is published.

It expresses the agreement of Germany to a great extent with President Wilson's wishes and principles and regrets that the attitude of Germany's enemies renders impossible the realisation of these sublime aims immediately. The plans of the Central Powers were not aimed at the destruction or the crushing of their enemies and were quite compatible with the rights of other nations, especially Belgium, which, as the Chancellor declared a few weeks ago, Germany had never intended to annex, but solely wanted to take the precaution that Belgium, with whom Germany desired to live in good neighbourly relations, was not used by the enemy for hostile designs.

The Note states that for two and a half years England has misused her naval power in a wicked attempt to force Germany into submission by hunger and persist in a starvation war which does not hit the fighting forces of her opponent, but forces women and children, the sick and the old, to suffer grievous privations which are endangering the people's strength. Thus the British lust of power cold-bloodedly increases the sufferings of the world without regard to the law of humanity, or the protests of the severely prejudiced neutrals. After the attempt to reach an understanding had been answered by an enemy announcement of intensified war, the Government must continue the battle forced upon it anew for its existence with all weapons.

It must, therefore, abandon the limitations which it has hitherto imposed upon itself in the employment of its fighting weapons, trusting that the American people and Government will not close its eyes to the reason for this resolution and its necessity. The Government hopes the United States will appreciate the new state of affairs from the high-stand-point of impartiality and will also help to prevent further misery and avoidable sacrifice of human lives.

It expresses the expectation that the American Government will warn American ships entering the blockaded zones, and its subjects against entrusting passengers or goods on vessels trading to harbours in the blockaded zones.

AMERICAN VIEWS.

NEW YORK, Feb. 1.

The newspapers consider Germany's announcement of ruthless submarine warfare the gravest issue of the war. Many urge the immediate severance of diplomatic relations and several, notably the World, are in favour of handing Count Bernstorff his passports.

The World characterises the German Note as in effect a declaration of war against the United States and says President Wilson must carry out the terms of his own ultimatum so swiftly that Berlin can have no excuse for misunderstanding the purpose and policy of the United States. After the United States must adopt the measures necessary to protect the lives and property of its citizens on the high seas. If this means war with Germany, so be it.

Other newspapers make similar comments and agree that Germany's new war zone is a counsel of desperation, insulting and intolerable.

GRAVE ANXIETY IN HOLLAND.

AMSTERDAM, Feb. 1.

Competent circles regard Germany's announcement of ruthless submarine warfare with grave anxiety.

(Continued on Page 1.)

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 p.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 2.45 p.m.	Every 15 minutes.
2.45 p.m. to 3.00 p.m.	Every 15 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m.	8.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m.	to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 noon to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 2.45 p.m.	Every 15 minutes.
2.45 p.m. to 3.00 p.m.	Every 15 minutes.

NIGHT CARS on Week Days.

SAVEDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE COMPANY, LTD.

and
THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1914, £23,970,367.

Authorized Capital	£25,000,000
Subscribed Capital	£24,000,000
Paid-up Capital	£2,437,500
II—Fire Funds	£3,337,047
III—Life & Annuity Funds	£17,597,590
Blanking Fund Account	£28,230

Revenue Fire Branch	£2,381,456
Life and Annuity Branches	£2,141,593
Revenue Marine Department	£37,223
Other Receipts	£78,940

£5,539,228

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

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OLD
BROWN BRANDY
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QUALITY.**
25 YEARS IN WOOD.
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WINE AND SPIRIT MERCHANTS,
TELEPHONE No. 616.

THE KWONG HIP LONG CO., LTD.

(NOW RECONSTRUCTED.)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRERS. All work done to this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, CONNOR ROAD, KOWLOON, HONGKONG. Telephone No. 429.
Shipyard: Shum-Sui-Po, Kowloon, Hongkong. Telephone No. 8.
Estimates furnished on application.

Hongkong, April 1, 1913.

WONG PING WA, Manager.

INTIMATIONS

UNION WATERBOAT COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twelfth Annual GENERAL MEETING of Shareholders will be held in the Office of Messrs. Dodwell & Co., Limited on SATURDAY the 3rd February, 1917 at 11.30 A.M. for the purpose of receiving the report of the General Managers together with a statement of accounts for the year ending 31st December, 1916. The TRANSFER BOOKS of the Company will be CLOSED from the 27th January to 3rd February both dates inclusive.

DODWELL & COMPANY LIMITED.
General Managers.
Hongkong, Jan. 22, 1917. 1440

THE KOWLOON LAND & BUILDING COMPANY LIMITED.

NOTICES HEREBY GIVEN that the TWENTY EIGHTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Building on SATURDAY, 10th February, 1917, at 11 o'clock A.M. for the purpose of receiving the REPORT of DIRECTORS together with a Statement of Accounts for the year ending 31st December, 1916. The REGISTER of SHARES of the Company will be CLOSED from THURSDAY 1st to SATURDAY 10th February, 1917 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON MOORE,
Secretary to the
Hongkong Land Investment & Agency Co., Ltd.
General Agents for the
Kowloon Land and Building Company Limited.
Hongkong, Jan. 23, 1917. 1446

HUMPHREYS ESTATE AND FINANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL MEETING of Shareholders in this Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 10th February, 1917, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of accounts for the year ending 31st December, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th February to the 12th February (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON.
General Managers
Hongkong, Jan. 27, 1917. 1454

COLUMBIA
GRAFONOLA

WILL COMPLETE

THE FAMILY CIRCLE
DURING THE
FESTIVE SEASON.PRICES TO SUIT ALL
THE ANDERSON
MUSIC CO., LTD.

LESSONS IN CHINESE

MR. LI HON FAN, Chinese graduate, teacher in the University of Hong Kong, and a native speaker of Cantonese, has a good knowledge of English and is a native speaker of Chinese. He has been a first rate teacher in the Chinese language for many years. Those who intend learning the Chinese language are requested to write to "The China Mail" Office at No. 25, Wellington Street, second floor.

"CHINA MAIL"
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OBTAINABLE at the "CHINA MAIL" Office, 5 Wyndham Street, Hongkong.

HISTORY OF UNION CHURCH (1891-1903) 50

HONGKONG'S MUSICAL HISTORY 50

NOTES ON WILD LIFE IN HONGKONG AND SOUTH CHINA (By Rev. G. A. Bonney, M.A.) 50

Part I—Mammals and Birds 50

Part II—Reptiles, Amphibians and Fishes 50

THE MISSIONS STRANGERS (History of the Eastern Churches) 1.00

CHINESE SCHOOL BOOK (H. M. T. King, translated by E. J. King) 20

SIR ROBERT HART'S LAND TAX MEMORANDUM 20

WASHING BOOK (for men) 20

INTIMATIONS

NOTICE.

RUSSIAN VOLUNTEER FLEET.
HONGKONG AGENCY.

THE Office of this Agency has this day been REMOVED to St. George's Building, Second Floor, Room No. 5. (Entrance from Chater Road).
Hongkong, Feb. 1, 1917. 1439

SECOND 5% RUSSIAN INTERNAL
SHORT TERMED LOAN OF 1916.

ALTHOUGH the subscription lists were closed on the 28th December, the RUSSO ASIATIC BANK, Hongkong, is prepared to ACCEPT ORDERS for the above Loan up to the 13th FEBRUARY on the subscription terms as previously advertised.
Hongkong, Jan. 10, 1917. 1434

WAR LOANS INVESTMENT TRUST
OF "MALAYA"
(INCORPORATED IN THE FEDERATED
MALAY STATES).

CAPITAL \$5,000,000—
In shares of \$10/- each (Straits currency) fully paid.

THE Shares bear interest at the rate of 6% per annum which together with repayment of capital in full on liquidation is guaranteed by the Government of the Federated Malay States. Interest accrued from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July.

Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by any of the following Banks:
THE CHARTERED BANK OF I.A. & CHINA,
THE HONGKONG & SHANGHAI BANKING CORPORATION,
1. MERCHANTS BANK OF INDIA LTD.
Hongkong, Jan. 9, 1917. 1407

FOR SALE.

AUXILIARY YAWL "FEATHERS".

Apply—
STANLEY S. MOORE,
JOHNSON, STOKES & MASTER.
Hongkong, Jan. 31, 1917. 1458

DAIRY FARM NEWS.

POULTRY.
OUR
HOUSE FED "APONS
AND
CHICKENS.
Are the best in the East.
Tender eating, delicate flavor.
TRY THEM.

SILIMPON (SEBASTIE)
COAL.

THE Underigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL (either cargo or Bunkers) at SANKAN (British North Borneo).

SILIMPON COAL compares favorably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBASTIE or SANKAN exclusively for SILIMPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebastie Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sanko Bay (Sebastie Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal Company, Limited. 1027

THE
LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English

MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs, the Directory contains lists of

EXPORT MERCHANTS with the goods they ship, and the Colonial and Foreign Markets they supply;

STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate sailings;

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded (freight paid, on receipt of Postal Order for 20s.)

Dealers seeking Agencies can advertise their trade cards for £1, or larger advertisements for £3.

The London Directory Co., Ltd.,
25, Abchurch Lane, London, E.C. 4.

FELUCCA
CIGARETTES
BEAR THIS HALL MARK
OF DISTINCTION
No. 33
IS THE MOST POPULAR

"THAT WAS ALL."

AN EXPERIENCE AT THE FRONT.
(BY "NOVICE" IN THE "PALL MALL GAZETTE.")

It is 5 a.m., just light, and word is brought that the Adjutant wants to see me. It is pouring with rain, and the Adjutant's tent is some four yards away, the other side of a muddy morass. Wondering why any Adjutant was ever permitted to live, I peel off my waterproof and struggle up in the downpour, making peering efforts to scramble such of my effects as are not already soaked under my waterproof.

Then I set off, plugging my way through mud half knee high; every step means a dragging strain before the rear boot is released from the gripping mud, and then it comes away with an oozy gasp, and seems to weigh fifty pounds before it is lifted high over the glistening surface, swung forward, and dropped, when it sinks deeply simply by its own weight.

Then commences the drag for the other leg. And so it goes on, what time the leg rain sheets between your turned-up collar and your neck, until a rivulet is gathered, and this descends in little icy runs down our back. The King'sley's "hard north-easter" slaps your dripping overcoat about your knees and nearly soaks you over, gets under the awning of your steel helmet and swings your head back, exposing to the slapping rain the little bit of throat you have been able to keep warm, whilst the fastening strap under your chin, strained by the pulling helmet, cuts sharply. The guns are roaring all round, and every now and again the air thumps following the explosion throws you forward on to your hands, which sink into the mud reaches your elbows. Choking with exasperation at the foolishness of it all, you carefully unstick yourself and dig out the mud and water dripping from your fingers. So, buffeted and panting, you labour forward cursing the Kaiser, the war, the Adjutant, and the whole silly scheme of things, and wondering if you will ever get yourself in a Christian bed again, dry and warm, and listening eagerly to the rush of the rain on the windows.

All this time you are in a hurry, the Adjutant has sent for you, and the Adjutant, like independent Jimmy, is not a man of much blarney, certainly not the man you think desperately, who would appreciate a merry quip, for instance about the weather. Arrived at the swaying tent that protects the Presence, you stand unsteadily and wait a few moments till your heart steadies down and your breath comes without a gasp, and then step in, you are aware that you are not in the least like a clean, trim, clever soldier; in fact you feel like the man that sits over a fire in the road at night. But you have got there.

True, the rain drops from the peak of your cap and from your nose, but there is a faint glow of satisfaction at having done your duty, at having conquered the storm; you are a soldier, and whatever the upshot you feel that you have acquired merit. A dripping salute and an attempt to click the heels smartly

together, foiled by the lumps of mud on the boots, and you await orders. "Oh, Sergeant, your watch is pretty reliable, what is the time?" First twenty. All right, that'll do! You stand planted in a staring way with a rush of words to the mouth. Was that all? Had you toiled through the morass and battled with the storm simply because the Adjutant wanted the time? Well, no word could do justice to the situation, not even soldier's words, and it has been found unwise to allude to the undoubted ancestry of all Adjutants; so you salute vengefully in silence, stumble out into the storm, and drag back. Here you bunch yourself on the ground, sitting on your pack with your back to the lashing rain, clutch your waterproof, and just "there" until six o'clock, when by some diabolical the cook will have evolved some hot tea—the nectar of the gods—and this, with a piece of bully and a biscuit, set you up for the day.

OLD ARMY TOUCH.

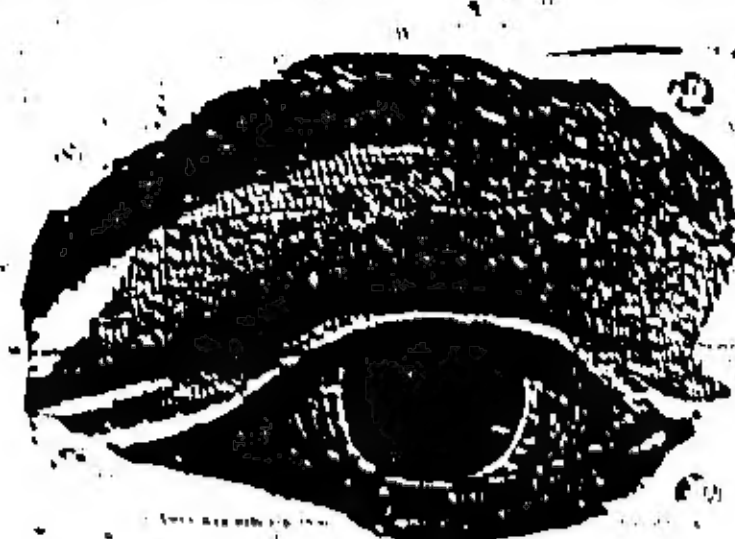
DRILLING THE NEW ARMY.

WHAT THE SERGEANT SAID.
"Squad—shun—as-you-were!
Squad—shun—Squad—number—as-you-were!
Squad—number—as-you-were!
Squad—number—as-you-were!"

"Squad—stand—ease. Wake up there, Number Three. I'm sorry they made you get out of bed so early this mornin' and I'll do my best to see that it don't occur again, but meanwhile you must knock off the rest of your beauty sleep till I've done with you. Why, blimey! Look at you! You ain't dressed. What do you mean by coming on parade only in a nightgown? You, it's you I'm talking to, Number Three. You ain't fit to be seen. Look at your 'at-bag. No, don't take 'er off. Soldiers never takes their 'at off for nothing nor nobody. Did you clean that there badge this mornin'?" No, I thought 'at-bag was 'at-bag. But what about last night? I tell you what it is, my lad. You don't care. That's what it is. You don't care whether we lose this 'ere war or not. If a million blinkin' Germans landed on the East Coast to-morrow I don't believe you'd clean 'em 'at-bag. Oh, you would, would you? Well, the quicker you remember to do it now the more I shall love you. Don't you never forget that if a soldier's badge ain't polished he's filthy. Doesn't matter 'ow clean is face and hands is, if his badge is dirty, it's dirty and dirt don't matter 'at-bag. What's the army? What are you been doing to your face, Number Five? You don't mean to tell me you've been shaving of yourself with an Army razor? What! You 'ave! Did you wear a beard afore you joined? Well, what did you shave yourself with? Why didn't you bring it with you then? Get one given to you? Of course you gets one given to you, but that ain't for shaving, that's for kit inspections. You write 'ome for your razor. I can't 'ave recruits walkin' about lookin' as if they'd been doolin' with bread-knives. That's a German game, that is, and we don't want none of 'em. What's the army grinnin' at, Number Six? I don't old with personal remarks as a general rule, but 'orrible ain't the word for your grin. If you saw it yourself you'd never smile again. You keep that grin for the 'Uns. I shouldn't be surprised if it won you a medal, my lad, unless you fixes your puttees better than that. They looks more like steel shavings off a lathe than anything I ever see. They got tucks in 'em, too, like a baby's bib, and they hangs down kind of helpless like your grandpa's socks. Blimey! I never got such puttees. I know you 'ave't got very much to fasten 'em on to, but you must do better than that. Where the blazes is your 'third tunic, but-ter, Number Nine? I know all about it. I can see your little bit of about buttoning it on 'at little bloke with a little safety-pin. No, you lost it did you? Well, get another by next parade. Toss out, Number Ten. Pigeons and geese was made to turn 'their toes in, even when standing at ease, but not so the man from Number Two. There's one thing I want to warn you against, my lad, and that is pinching. There's a man 'ere as 'ad a button pinched off 'is tunic overnight. I know girls like buttons, for 'at-pins and such. But if a fellow sits man enough to give one of 'is own buttons away and 'at's 'at's a girl's man enough to 'ave a girl to give a button to. . . . Squad 'P—Punch.

COUGHING INTO CONSUMPTION
"Only a Cough" but you stop it while it is ONLY a cough.
WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND
The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable. OF ALL CHEMISTS.
Prices: \$1.25 and \$2.25.

INTIMATIONS



"YOUR EYES"

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & Co.
SCIENTIFIC OPTICIANS
177, BLOOMSBURY STREET, LONDON, W.C.1.
HONGKONG & MANILA

HONGKONG & MANILA

MITSUBISHI GOSHI KWAISHA
(Mitsubishi Co.)

COAL DEPARTMENT.

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Hongkong September 4, 1916.

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KOWLOON					
No. 1 Dock, Kowloon	177	177	177	177	177
No. 2 Dock, Kowloon	177	177	177	177	177
No. 3 Dock, Kowloon	177	177	177	177	177
Patent Slip, No. 1, Kowloon	177	177	177	177	177
Patent Slip, No. 2, Kowloon	177	177	177	177	177
TAL-KOWLOON					
Whampoa Dock	177	177	177	177	177
ATHEUREN					
Slope Dock	177	177	177	177	177
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To-day's Advertisements

NOTICE.

THE undersigned beg to intimate that they have now opened a BRANCH OFFICE in Hotel Mansions, Hongkong. (Signed) ANDERSEN, MEYER & Co., Ltd.

Hongkong, Feb. 2, 1917. 1402

FOR SALE

YACHT M.B. LELLO yawl-rigged, 7 1/2 h.p. Thornycroft M. engine, (Kerosine) 30' long, 8' beam complete with dinghy, cockpit, flags, anchors, etc. 7 knots. Apply Messrs. President, 74th Puntland, Kowloon.

Hongkong, Feb. 2, 1917. 1464

THE HONGKONG & SOUTH CHINA STEAM FISHERIES COMPANY, LIMITED. (In Liquidation).

NOTICE is hereby given that a GENERAL MEETING of the above-named Company will be held at the Office of the Liquidators, 10th Government Building, Hongkong, on SATURDAY, the 10th DAY OF MARCH, 1917, at 12.30 P.M. precisely, for the purpose of having the Account of the Liquidators, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, laid before the meeting, and of hearing any explanation that may be given by the Liquidators, and of passing their remuneration and also to pass the following Extraordinary Resolution, viz:—

"That the Books, Accounts and Documents of the Company, and of the Liquidators thereof, be retained by the Liquidators, they undertaking to destroy the same at the expiration of five years from the dissolution of the Company."

LOWE BINGHAM & MATTHEWS, Liquidators. Hongkong, Feb. 2, 1917. 1463

THE DIARY.

MEMOS FOR TO-MORROW.

10.30 a.m.—Auction of Household Furniture at Messrs. Hughes and Hough's.
11 a.m.—Auction of Motor Cycle at Messrs. Hughes and Hough's.
11.30 a.m.—Union Waterboat Co's Meeting.
2.15 p.m.—Cricket on H.K.C.C. ground: Club v. University.

General Memoranda.

MONDAY, Feb. 5:—
9.15 p.m.—Eloco Recital at Government House.
TUESDAY, Feb. 6:—
3 p.m.—Auction of Leasehold Property at Mr. Geo. P. Lammer's Sale Rooms.
WEDNESDAY, Feb. 7:—
11.25 a.m.—Full Moon.
THURSDAY, Feb. 8:—
2.30 p.m.—Auction of Household Furniture at Messrs. Hughes and Hough's.
SATURDAY, Feb. 10:—
11 a.m.—Kowloon Land and Building Co's Meeting.
Noon.—Humphreys' Estate and Finance Co's Meeting.
Inspection of the H.K. Police Reserve by H.E. the Governor.
WEDNESDAY, Feb. 14:—
9.15 p.m.—Concert at Helena May Institute.
MON. 23, TUE. 27 & WED. FEB. 28:—
Hongkong Jockey Club Race Meeting.

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territory. Germany is clearly forcing the Neutral Powers into a declaration of hostility towards her. They must either obey her behests in this matter of commerce with the Allies, or defy it. Many students of the war situation, for a long time past, have regarded it as highly probable that the Kaiser, realising his defeat, would ultimately force the whole neutral world to take up arms against him, so that, if Germany went down she would go down dramatically with a stage setting of the world in arms against her! The Neutral Powers will, of course, at once vigorously protest against the German ultimatum, and what further action they may take will necessarily depend on the injury they suffer from submarine operations conducted in pursuance of the new instructions. It remains to be seen whether the submarine strength of Germany is what it is represented to be. If Germany has been strenuously building submarines, it is safe to conclude that the Allies have been all the time perfecting and multiplying the means of coping with the menace. We shall soon know what there is behind all this stage thunder.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Sir Matthew Nathan has been appointed Permanent Secretary to the Ministry of Pensions.

The Union Waterboat Company's annual general meeting of shareholders will be held to-morrow morning at half-past eleven.

A Chinese coolie suffering from injuries incurred by a fall to the hold of a vessel in the harbour was removed to the Government Civil Hospital yesterday.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
—Mat Baggis Guild.....\$75.
—Waiyuan Chinese Church.....\$3.15
—Rhenish Mission Church.....10.

A small fire broke out at 11.30 yesterday morning in the Wai Sang Knitting Factory at Causeway Bay, owned by Messrs. Shewan, Tomes & Company. The fire was extinguished by the employees, the damage being estimated at \$200.

The following marriages are announced to take place shortly:—
Benjamin Roper Branch, sworn messenger, Hongkong Hotel, and Miss Henrietta Augusta Schmidt, Beaconsfield Arcade; Arthur Marshall Wood, architect, Shamonee, and Miss Christina Gittens, 75, The Peak.

The Collections in St. John's Cathedral next Sunday, February 4th will be on behalf of the Missions to Seamen, and the money will be earmarked for the support of Chaplains and Institutes for Mine-sweepers at important bases at home. The Missions to Seamen is the agency through which the Church ministers to the spiritual and social needs of our British seamen. The crews of our warships, mine-sweepers, trawlers, transports and merchant vessels, and the men of the Royal Naval Brigade in Holland are all cared for by the Chaplains and other workers of this Society at its Seamen's Churches and Institutes in 110 ports at home and abroad. £1,000 is needed at once for the support of Chaplains and Institutes for Mine-sweepers at important bases.

CLOSING QUOTATIONS.

3.30 p.m.
Doughs.....\$ 110 buyers
Steamboats.....201 sales
Def. Indos.....131 sales
China Sugars.....126 sales
Malatons.....40 nominal
Docks.....128 sales
Hongkong Hotels.....112 sales
Cement.....11.65 sales
H'kong Tramways.....7.50 b. & sales

Tons of apples are still unpicked in Devon orchards six weeks ago owing to scarcity of labour.

A FORTY YEARS' TEST.

CHAMBERLAIN'S Cough Remedy has been curing coughs and colds for the past forty years and has gained in popularity every year. What better recommendation is required? For sale by all Chemists and Storekeepers.

THE MAGISTRACY.

BOYS STEAL BICYCLE EQUIPMENT.

Two Chinese boys, both 15 years of age, were charged before Mr. Malbourne, the first with the theft of a number of bicycle bells and the second with attempting to steal a bicycle lamp.

Inspector Gardner stated that the boys had for some time been practicing the stealing of bicycle equipment in Kowloon, the first defendant having already been twice sentenced for larceny.

Both defendants pleaded guilty. The first was sentenced to 14 days imprisonment and ten strokes of the birch, and the second to seven days imprisonment and ten strokes of the birch.

A marine hawk and a bicycle the keeper, both charged with receiving stolen goods from the boys, were each fined ten dollars or 14 days imprisonment.

THEFT OF NEEDLES.

A Chinese charged with the theft of 21 tins of needles each containing 12,000 needles, and valued at \$32 a tin was brought before Mr. Wood. The needles were stolen from 121 Queen's Road where the defendant was employed as a foki. The theft was traced to the defendant who had sold the needles at considerably less than value.

The defendant pleaded guilty and was sentenced to six months hard labour.

Four men were charged with receiving the stolen needles and bail was fixed at \$30.00 each.

BREAKING INTO A STORE.

Charged with breaking into the store at Wellington Barracks, where he was formerly employed as a lamp trimmer, a Chinese pleaded guilty to the offence.

Inspector Sim said that during December last the store had been twice broken into and on the last occasion the defendant was seen running away. He was later seen in Wing Hung Street and promptly arrested.

It was stated that a quantity of stores were missing and a sentence of six months' hard labour was imposed.

THE EXCHANGE QUESTION IN CEYLON.

STATEMENT BY COLOMBO EXCHANGE BANKERS.

The following letter has been addressed to the Chairman of the Ceylon Chamber of Commerce by the Exchange Bankers in Colombo:—

Dear Sir,—In view of the difficulties which have arisen in connection with the finance of exports from the Colony, it appears desirable that the Exchange Bankers should make a brief statement to you of the present position and ask you to be good enough to place it before the members of the Chamber of Commerce.

You are aware of the announcement made by the Secretary of State for India on 14th Dec. that until further notice Council drawings on India would be restricted to a specified sum each week. Prior to this announcement, the Banks financing the export trade of India and Ceylon had been able to obtain in London, through the medium of Councils, remittances to India to an unlimited extent. Their requirements during the past few months were abnormally heavy chiefly owing to the preponderance of exports over imports and their operations have now been seriously hampered. The effect has been felt acutely in Ceylon, where the power of the Banks to sell on London against their purchases of Sterling Bills is very limited. Normal conditions can only be restored when it is possible for the Indian Government to permit a free flow of Councils as formerly. Meetings a conference has taken place in Calcutta between the Finance Minister and the Banks, when the Government's position was explained. The Government's action in restricting the sale of Councils was shown to have been unavoidable and the Finance Minister stated that as soon as practicable the restriction would be removed. He said the Banks were in entire agreement as to the absolute necessity of curtailing commercial operations during the present difficulties, and it is the desire of the Exchange Bankers in Ceylon to point out that export trade will require to be restricted within the narrowest limits and that negotiation of bills representing new business will have to be suspended. French commitments should therefore be avoided. It is also necessary that estate finance bills should be reduced as far as possible.

The Banks rely upon the co-operation of the commercial community on the foregoing lines, until the present difficulties are capable of adjustment.

DON'T RISK PNEUMONIA.

GET rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble and pneumonia may develop in a few hours. Take Chamberlain's Cough Remedy. It is a simple thing to do, but the effect is marvellous. For sale by all Chemists and Storekeepers.

CHINESE AFFAIRS.

(Wah Tai Yat Po's Service.)

THE BANKING GROUP.

PEKING, Feb. 1.
Owing to Germany being excluded from the banking group it has now been definitely decided that America will join the group.

A NEW LOAN.

PEKING, Feb. 1.
Negotiations are in progress with the new group for a loan of \$10,000,000.

A NEW BANK.

PEKING, Feb. 1.
A Chinese and Foreign Exchange Bank, with a capital of \$15,000,000 and with foreign experts as advisers, is shortly to be established in China, with its head office in Shanghai. Special privileges have been granted by the Central Government.

CHINA AND JAPAN.

PEKING, Feb. 1.
The President received the Japanese Minister yesterday and discussed with him the relations between the two countries. The interview lasted half an hour and at its conclusion the President presented his photograph to the Minister.

THE LATE MR. OTTO KONG SING.

REFERENCES IN SUPREME COURT.

There was a large muster of the members of the legal profession this morning in the Supreme Court, when references were made from the bench to the late Mr. Otto Kong Sing.

The Chief Justice said:—Before proceeding with the work of the Court I desire to say a few words in regard to the loss which the Court has experienced in the death of Mr. Otto Kong Sing. A week ago he was amongst us apparently well and in the full pursuit of his work. Little did we think that it was his last appearance in Court. He has practised for many years in the Colony, and my learned brother's experience enables him to speak with greater knowledge of Mr. Kong Sing than I can claim to do. He, however, frequently came before me in Chambers, and I desire to testify to his worth as a straight-forward and conscientious advocate and a most courteous man. He died at too early an age, but, as most of us would desire to do, in harness. There is a sad gap in the ranks of the profession, and I desire to express my genuine regret at his death.

Mr. Justice Gompertz said:—I wish to add a short personal tribute to what has fallen from the Chief Justice. Having known the late Mr. Kong Sing for many years, and especially for the last nine years here both in Court and in Chambers, I have felt myself privileged to regard him as a personal friend. He was thoroughly well up in his work, conscientious and efficient. His upright and honourable career exemplified the best traditions of the profession and I feel that there is no practitioner here whose loss would be more felt by those who have worked with him.

Mr. G. H. Wakeman, Crown Solicitor, said:—I sincerely desire to thank your Lordship for your remarks on the death of Mr. Otto Kong Sing. As representing the Crown in this Court it has been my privilege for many years to work with Mr. Otto Kong Sing, and it has been a real privilege. I always found him a most straight-forward, honest, gentleman, and one who always upheld the best traditions of his profession.

Mr. E. J. Grist, solicitor, said:—As the senior solicitor present may I be allowed, on behalf of myself and the other solicitors practising in this Court, to tender your Lordships our thanks for the words which have fallen from your Lordships' lips and which I most sincerely endorse. I had known Mr. Otto Kong Sing very well indeed, ever since he came to the Colony fifteen years ago. He was an upright, honourable, straight-forward gentleman, and through his death the Colony has lost one of the best type of solicitors.

SPORTING.

CRICKET.

K.C.C. v. A MILITARY TEAM.

At 2.30 p.m. to-morrow at King's Park, K.C.C. Team:—H. Over, Dr. C. Forsyth, J. C. Fletcher, L. J. Blackburn, W. L. Weaver, B. D. Evans, J. H. Mead, W. T. Elson, R. Macaskill, J. V. Braga and E. J. Edwards.

ROYAL HONGKONG GOLF CLUB.

LADIES' GOLF.

Those ladies who have not sent in a sufficient number of cards for handicapping may still send them in up to February 9th (inclusive) in time to receive correct handicaps for the Railway Club.

RACING IN SHANGHAI.

The International Recreation Club's official meeting at Kiangwan terminated on Friday, January 26th.

The sensation of the day was the reduction of the record time for the National Hunt Stakes. Mr. Stewart on Wakefield, 160 lb., and the Capricorn, 172 lb., with Mr. W. Hill up, had a stiff tussle for first place, the former obtaining the honours of the struggle by a short head. The going was fast all through and the satisfaction of the spectators with a remarkably close finish—a short head—was changed to surprise when the board showed that the time was 4min. 20.2 sec. The record had been lowered by 2 1/2 sec. the previous fastest time being 4min. 21.3 sec., made by Mr. Perry's Perhaps on March 16, 1912.

The three principal races run were the following:—

THE INTERNATIONAL STEEPCHASE.—Value \$500. 2nd pony \$150. 3rd pony \$75. For China ponies.—Two and a half miles.

Mr. H. Morris's grey Ashfield (Mr. H. E. Morris).....148-1
Mr. Ezra's grey Nomadic (Mr. I. Ezra).....150-2
Mr. Tonkin's br. Lillie (Mr. J. A. Bayne).....157-3
Also ran—Daisyfield (Mr. C. C. Boyd)

Won by many lengths, many lengths between second and third.

THE CHAMPION SWIFTHAKES.—Value \$1,000. 2nd pony \$300. 3rd pony \$100. Weight for inches as per scale.—One and a quarter miles.

Mr. H. Morris's bay Beconsfield (Mr. R. F. Stewart).....158-1
Messrs. Toog & Speelman's dan Sir Victor (Mr. A. J. P. Heard).....158-3
Mr. Sir's dan Fairylike (Mr. J. Molloy).....158-3

Also ran—Mush (Mr. J. Johnson), Lucky Star (Mr. W. Hill), Sideway (Mr. H. F. Ho), Taihio (Mr. Vida).

Won by many lengths, 14 lengths dividing second and third. Time, 2min. 58.4 sec.

THE NATIONAL HUNT STAKES.—Value \$300. 2nd pony \$75. 3rd pony \$25. For all paper hunt ponies that have been through a hunt during the season 1916-17.—Two miles.

Mr. H. Morris's brown Wakefield (Mr. R. F. Stewart).....160-1
Messrs. Winsome & Hasty's brown The Capricorn (Mr. W. Hill).....172-2
Mr. Z. L. grey The Rider (Mr. J. Liu).....185-3

Also ran—The Vet (Mr. Knoll), Parade (Mr. I. Ezra), Harry (Mr. F. R. Vida), Gros Papa (Mr. E. E. McEwan), Galloway (Mr. H. F. Ho), House Boy (Mr. C. T. Chan).

Won by a short head, half a length dividing second and third. Time, 4min. 29.2 sec.

A CROWDED LIFE.

EX-NAVAL FIREMAN'S NAVY ADVENTURES.

At the Hampstead police-court last month Fraser Bloxham, aged nineteen, a naval fireman, was charged with being a person amenable to the Military Service Act and failing to answer to the summons.

The prisoner was arrested on Tuesday morning in Southampton-road, Hampstead, where he tried to escape from a third-floor bedroom window.

Fraser said he joined the Navy as a boy of thirteen, and served for two years in the old Arctic. Afterwards he went round the world, coming to New Zealand.

When war broke out he was on one of H.M. torpedo-boat destroyers, and left it two days before it was sunk. He was in the North Sea all the winter, and was afterwards taken sick and sent home to H.M. Hospital. Soon after re-joining he was discharged for striking a superior officer.

Later he saved a man's life at the detention barracks, and was commended by the judge Mr. Winchester Asizes, and given an award. He then joined the merchant service, and was placed on a transport. He was at the landing at Suvla Bay, and also at the subsequent evacuation of Gallipoli. He was afterwards taken sick again, and had since been unable to get another ship. He was willing to join up and would go to France to-day, if necessary. The police-sergeant who arrested the prisoner said that in addition to these numerous adventures he was also a boxer of some repute, and had fought several contests at the National Sporting Club, and at the Ring in the name of Seamus Jack Collins.

Prisoner was fined £1, and ordered to be handed over to a military escort.

THE SHIPPING PROBLEM.

INTERVIEW WITH MR. W. L. HICHENS.

SUGGESTED BOARD OF CONTROL.

Fifty-five ships have to-day to do the work of every hundred before the war as the remaining forty-five have been taken for war purposes. The problem is how, in view of this situation and the submarine menace, to increase the shipping.

Mr. W. L. Hichens, the chairman of Messrs. Cammell, Laird & Co., in a special interview with a representative of "The Observer," suggested the appointment of a Board of Shipbuilding Control to deal with the whole question. He defined four functions for such a Board:—

1.—To be responsible for placing all orders for merchant ships and seeing that all shipyards are kept employed at the maximum efficiency.

2.—To inquire into the question of standardisation.

3.—To be empowered to subsidise the building of merchant ships for private owners, or to put a policy of State-owned merchant ships.

4.—To deal with the completion and disposal of merchant ships in course of construction for neutral countries.

THE SUBMARINE MENACE.

Touching, first of all, on the submarine menace, which presents a problem apart altogether from the great number of ships commandeered by the Government, Mr. Hichens said:—

"I do not think you can afford to neglect it. As far as one can see, the policy of ruthlessness is likely to continue. It may be indeed it is quite possible that the President of the United States will revert to his original position and insist that it is the duty of Germany to carry the consequences. Even so, and assuming that America carries her threat to the extreme point, it is very doubtful indeed whether Germany will stop her policy, which appears to carry the judgment of the overwhelming majority of her people. It does, therefore, become of urgent importance to see that everything possible is done to turn out as many ships as are required, and, what is equally important, to turn them out at the right time, to meet the position."

"I do not want to offer any criticism at all of the authorities who are at the present time carrying out the work—namely, the Admiralty and the Board of Trade. I think there has been far too much unnecessary and destructive criticism of the Government and far too little recognition of their difficulties and the great work they have performed. I think the problem of maximum output is so important that there should be a special Board—call it, if you like, a Board of Shipbuilding Control—to deal with the matter. Personally I am a great advocate of Boards. It seems to me that provided you have an efficient chairman, the expert judgment of other members who will bring different types of experience to bear is extraordinarily valuable."

"On the Board which I have in mind there should be representatives of the Admiralty and the Board of Trade, a shipowner and a shipbuilder. The functions of such a Board would be to:—

In the first place, the Board should be responsible for the placing of all orders for merchant ships, and they should see that all shipyards are kept employed at the maximum efficiency. Explaining this point more closely, Mr. Hichens said:—"If you leave the matter to the individual shipowner and the individual shipbuilder you run the risk that the wrong type of ship for the present emergency may be put in hand. You also run the risk of certain shipyards taking on work for which they are not specially adapted, which is a thoroughly bad thing. What you want to see is that each yard has the type of work which it is most suited efficiently to carry out."

"The second duty of the Board should be to inquire into the question of standardisation to meet the special war conditions. The ordinary tramp steamer is undoubtedly peculiarly adapted to the needs of the special trade for which it is working. You do get, it is true, standardisation within certain limits: that is to say, many of the bigger ship-owning companies have a standard type of ship which suits their own particular need. But the point is that the standard of one particular line does not necessarily fall in with the views of another line. Nor does it necessarily meet the peculiar conditions of to-day, for the purposes of economy, for instance, and with a view to after-war trade."

"It may be desirable to build a tramp ship with a speed of eleven knots only. On the other hand, in order to avoid the submarine menace, it may be desirable in the public interest that a fleet of, say, fifteen knots should be attained. It may also be desirable that other features should be introduced, which could not perhaps be justified on strictly business-like principles."

The Board should also be empowered to subsidise the building of merchant ships for private owners, or should put forward a policy of State-owned merchant ships. To show the importance of this point Mr. Hichens pointed out that shipowners may be deterred from laying down new ships to-day owing to the high cost of shipbuilding and the fear that by the time they are completed the war may be over and freights substantially lower. "It may also be desirable," he added, "to avoid undue competition and extravagant prices that there should be State intervention."

"The remaining duty of the Board would be to deal with questions of the completion and disposal of merchant ships in course of construction for neutral countries. There may only be a few of such ships, but it is important that the prompt and most efficient use should be made of them."

DON'T COUGH.

IT is absurd to allow a cough to hang on and sap your vitality when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will land you. You can't afford to allow your throat and lungs to become diseased when it is such a simple thing to stay into a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

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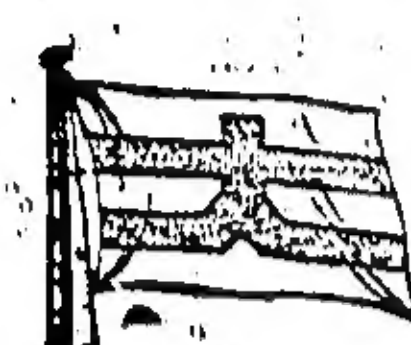
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For	STEAMERS	To SAIL	REMARKS
SHANGHAI, MOJI & KOBE			
LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MALAKA			
SHANGHAI, MOJI, KOBE & YOKOHAMA			
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID & MALAKA			

Wireless on all steamers. Return tickets at fare and a-half available to Europe, Australia, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING etc. apply to
P. & O. S. N. Co.'s Office.
E. V. D. PARR, Superintendent.



O. S. K. OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

North American Line. For VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE AND YOKOHAMA.
(TRANS PACIFIC)
"PANAMA MARU".....Sunday, 18th Feb., at 3 p.m.

FORMOSAN LINE:—For Tamsui, Keelung, Anping and Takao, via Swatow and Amoy.
"AMAKUSA MARU".....Sunday, 4th Feb., at 10 a.m.
"JOSHIN MARU".....Wednesday, 7th Feb., at 8 a.m.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

SOUTH AMERICAN LINE:—Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE:—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE:—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang and Colombo. At present this line's steamers take cargo only.

JAVA LINE:—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS

APPLY AT THE OFFICE

H. YAMAUCHI, Manager.

No. 1, Queen's Building.

TEL. No. 744 & 745

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA

THE steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of fresh provisions, etc., and are lighted throughout with Electricity. All State-licensed Electric Yachts. A duly qualified Doctor and Stewards are carried.

All Steamers fitted with Wireless Telegraphy.

For dates of arrival and departure and all further particulars, apply to
GIBB, LIVINGSTON & CO. Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK, via PORTS AND SUEZ AND PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE

Sailings from Hongkong.

Steamer from Hongkong	on or about	Connecting at Calcutta with	On or about
A steamer	Shortly		

For freight and further particulars apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA (SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan/Hongkong, Singapore, Batavia, Samarang and Sourabaya

Sails on or about

SS. BANRI MARU, For Moji, Kobe & Yokohama 8th Feb.
SS. CORNO MARU, For Moji, Kobe & Yokohama 26th Feb.
SS. HOKUTO MARU, For Moji, Kobe & Yokohama 19th March.

For Sailing dates, Freight or Passage apply to

DODWELL & CO. LTD. Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI & BANGKOK	CHONGTU	Feb. 3, at 4 p.m.
SHANGHAI	SHUNING	Feb. 4, Daylight
MANILA, CEBU & ILOILO	TEAS	Feb. 6, at 4 p.m.
SHANGHAI	SHANTUNG	Feb. 7, at Noon
SHANGHAI	YINGCHOW	Feb. 11, Daylight
HAIPHONG	SHANGHAI	Feb. 13, at 10 a.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE. Twin Screw Steamers "Chinhua," "Taming" & "Tea" Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck aft on "Taming" and "Tea."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui," "Chenai," "Luchow," "Ningbo," "Shantung" and "Sinking," with excellent accommodation. Electric Light and Fans in Saloon and State-rooms. Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
MANILA	YUENSANG	MONDAY, Feb. 5, at 3 p.m.
SHANGHAI	CHOFSANG	TUESDAY, Feb. 6, Daylight
HAIPHONG	TAKSANG	TUESDAY, Feb. 6, Daylight
SHANGHAI	KWONGSANG	WEDDAY, Feb. 7, Daylight
SHANGHAI, KOBE & MOJI	KUTSANG	WEDDAY, Feb. 7, Daylight
MANILA	LOONGSANG	SATURDAY, Feb. 10, at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang. Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE.—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Wobaiwei and Chefoo.

Under Straits Government Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

General Managers.

TEL. No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.



THE ROYAL MAIL STEAM PACKET COMPANY.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM

AND INTERMEDIATE PORTS

PLEASE APPLY TO

JARDINE, MATHESON & Co., Ltd.

AGENTS.

TEL. No. 215, Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.

AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAICHING	Capt. W. C. Passmore	TUESDAY, 6th Feb. at 11 a.m.
HAIRONG	Capt. J. W. Evans	FRIDAY, 9th Feb. at 11 a.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LIPRAIK & Co.,
General Managers.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI the INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
KOREA MARU	19,000-18 knots	Sat., 10th Feb.
SIBERIA MARU	18,000-18 knots	Mon., 26th Feb.
TENYO MARU	22,000-21 knots	Tues., 6th Mar.
NIIPPON MARU	11,000-15 knots	Sat., 24th Mar.
SHINYO MARU	22,000-21 knots	Mon., 2nd April.
PERSIA MARU	9,000-14 knots	Mon., 16th April.

First Class to London G\$348. (ETL 10.0) Return G\$608. (ETL 19.0)
" " San Francisco G\$250. " G\$437.50

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso, thence by Trans Andean Route to Buenos Aires, etc.

Steamer.

For full particulars as to Passage and Freight apply to

T. DAIGO AGENT.

Telephone No. 21

KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATE
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, NAGOYA AND YOKOHAMA	SAWA MARU, Capt. Hayashi	Tons 12,500	WEDNESDAY, 7th Feb. at Noon.
YOKOHAMA MARU, Capt. Tanaka		Tons 12,500	WEDNESDAY, 14th Feb. at Noon.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU, Capt. Soyeda	Tons 13,500	SATURDAY, 10th Feb. at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	LYO MARU, Capt. Takano	Tons 12,500	TUESDAY, 6th Feb. at 10 a.m.
YOKOHAMA	MIYAZAKI MARU, Capt. Teranaka	Tons 18,000	MONDAY, 12th Feb. at 10 a.m.
SHANGHAI, MOJI & KOBE	TENSHIN MARU, Capt. Shirai	Tons 8,000	WEDNESDAY, 14th Feb.

DESTINATION	STEAMERS	Displacement	SAILING DATE
LONDON via HONGKONG, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN AND TENERIFE			
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE			
CALCUTTA, SINGAPORE, PENANG & RANGOON			
BOMBAY via SINGAPORE, MALACCA AND COLOMBO			

FOR DATES OF DEPARTURE

APPLY AT THE COMPANY'S

OFFICE.

EASTBOUND NEW YORK LINE via PANAMA CANAL.

(CARGO ONLY).

NEW YORK via MANILA, SAN FRANCISCO, PANAMA AND COLOMBO

For dates of departure and further information apply to

NIPPON YUSEN KAISHA,
B. MORI Manager.

Telephone No. 225 & 226.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS AND MANILA.

THE Steamship

"PERSIA MARU"

Consignees of cargo per above-mentioned vessel are hereby notified that owing to fire having occurred on board at Manila, before cargo can be delivered, their signature to an Average Bond will be required, and valuation statements must be furnished; also provision must be made for payment of General Average Deposit.

Cargo will be landed immediately into the Hongkong and Kowloon Wharf & Godown Co.'s Godown, and consignees are further notified that delivery must be taken therefrom.

Damaged cargo will be surveyed on 31st

January at 10 a.m.

No Fire Insurance whatever will be

effected, and storage charges will be

assessed on all cargo undelivered on 2nd

February at Noon.

No Claim will be recognised after the

goods have left the Godown.

All Claims must be filed on or before

16th February, otherwise they will not

be recognised.

T. DAIGO,

Agent.

Hongkong, Feb. 1, 1917.

1453

KONINKLIJKE PAKETVAART MAATSCHAPPIJ OF BATAVIA, JAVA.

NOTICE TO CONSIGNEES.

FROM SINGAPORE

THE Steamship

"VAN WAERWYCK"

having arrived from the above port consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and from the Wharf delivery may be obtained.

Goods not cleared by 6th February, 1917 will be subject to rent.

All broken, chafed and damaged

packages are to be left in the Godown where they will be examined by Messrs. Goddard and Douglas on the 5th

February, 1917 at 10 a.m.

Claims against the steamer must be

presented in writing within ten days

after arrival of steamer, otherwise they

will not be recognised.

No Fire Insurance will be effected by

the undersigned in any case where

Bills of Lading will be counter-signed by

JAVA-CHINA-JAPAN LINE.

Agents.

Hongkong Jan. 30, 1917.

1455

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER

at 41 at 2nd

OTTERBAY ST.

at 41 at 2nd

OTTERBAY ST.

at 41 at 2nd

OTTERBAY ST.

at 41 at 2nd

OTTERBAY ST.

at 41 at 2nd

OTTERBAY ST.

at 41 at 2nd

OTTERBAY ST.

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at 41 at 2nd

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